Analysis of the Fourth of July Week Using CY2016-2020 Data David B. Brown

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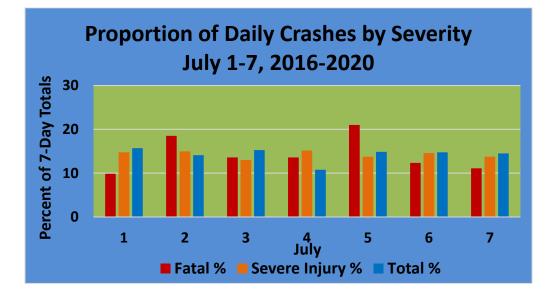
Summary of the Article for News Release

The study reported for this article was performed by a detailed analysis of crash reports that occurred on July 1-7 in the five calendar years (2016-2020) for which data were available. The numbers that are given are for all five years so to reduce them to annual numbers, just divide by 5. The study employed the IMPACT module of the CARE system, which automatically compares crash subsets to mine the data for *over-representations* (items that are significantly higher than what would be expected in the general population of crashes).

Two comparisons were employed: (1) a comparison of all July 1-7 crashes against all crashes in the rest of the week periods, and (2) a comparison of the more sever crashes during July 1-7 (fatal and the highest non-fatal category) against all other crashes. This second comparison surfaced items that are more likely to cause death, and they will be referred to as *severe crashes* in the rest of this article.

HOLIDAY ITSELF

As expected, the total number of crashes on the July 4th holidays were relatively low compared to the three days before and after due to a lack of travel on the holiday itself. In this case the 1,449 crashes on July 4th were 25% below the average of 1,920 crashes per day for all seven days. The 11 fatal crashes on the July 4th 24-hour day period, however, are highly over-represented, being 26% higher than the number of fatal crashes that would be expected from the total number of crashes that occurred on July 4th. This holiday was also found to be highly over-represented in the two most severe non-fatal crash severities. The following display shows these results graphically.



TRAFFIC VOLUME

Consider first the blue bars, which represent the total crashes on each day. July 1 has slightly more than the average, and it is quite clear that July 4th is the lowest crash day. **This indicates that the traffic volume is significantly lower during the holiday itself, although the same cannot be said for the three days before and the three days after, which have about 3% more crashes than the average crash per day in July. Try to just see the blue bars and ignore the others, and notice that the distribution of the 7-day period is much more uniform that any of the other bars. Then notice again that July 4th is exceptionally low in this distribution.**

Now let us consider the fatal crashes given by the red bars. July 1st started out with 8 fatal crashes, which was about 10% of the 7 day period. July 7th at the other end of the display is close with a total of 9 fatal crashes. A primary cause of fatal crashes is speed, so it appears that those who have taken a July 4th holiday may well be anxious (speeding) to return home, which could be compounded with their lack of sleep and/or use of drugs (including alcohol). No simple answer can be given for the spike on July 2, but it is important to see that fatal crashes can occur at any time. While July 4th is about average for fatal crashes over the seven days, as stated above, the number of fatal crashes on that day is significantly higher than would be expected from their proportion of total crashes.

The orange bars provide an additional metric for severe crashes which tend to show the potential for additional fatal crashes, since often the only difference between a severe injury and a fatality crash is one of chance and perhaps a few miles per hour in speed. These generally follow the distribution of the total crashes. However, July 4th is the greatest exception to this rule. The high percentage of severe injuries confirms the fatal crash finding, and establishes that the crashes occurring on the 4th of July, while fewer in number, tend to be significantly more severe.

TIME

Generally, July 1-7 cases occur in mid-day when it is expected the vacation type traffic will be highest. It is also over-represented from 9 PM until Midnight, which may reflect the use of alcohol or drugs from those taking advantage of their days off. A very different picture emerges when we restrict the comparison to the higher severity crashes during July 1-7. The 9 PM until midnight becomes much more pronounced, and all early morning hours are over-represented from 1:00 AM through 6:59 AM. The obvious cause of this is Impaired Driving (AKA DUI), which we will consider next. Interestingly, the typical increases in ID-caused crashes on the weekends (especially Saturday and Sunday early mornings) were still in effect, and the holiday off-days seemed to have little change on the crashes during these hours. ADVICE: avoid all late night hours, and especially those on weekends and before/after the July 4th holiday itself.

ID/DUI

Considering the use of alcohol and drugs, that occurred in the more severe crashes: (1) there were 75 crashes involving alcohol during the July 1-7 period (4.8 times that expected compared to other times of year); and (2) there were 34 crashes involving drugs (6.4 times expected). This

validates that the shift in time was caused by increased use of alcohol and drugs, and it further confirms that these crashes are significantly more severe than crashes not caused by drugs or alcohol. ADVICE: never drive after using any level of drugs (even prescription) or alcohol, and do not ride with anyone who has. Further, avoid the times and locations when/where ID/DUI-caused crashes are most likely.

RESTRAINTS

The most valuable defensive action to save the lives of your passengers is proper use of restraints. The probability of a fatal crash when the occupants are not restrained is **1 in 25**, which is **45 times the probability of being killed (1 in 1129)** when properly restrained. Unfortunately, lack of proper restraints is very highly correlated with the use of alcohol/drugs as well as other risky behavior, such as very high speeds. These restraint estimates were obtained from all crashes in the 2016-2020 time-frame, but they would apply to all crashes at all times, including the days around July 4th. ADVICE: get into such a habit of buckling up that you just do not feel right riding in a motor vehicle without being properly restrained – if we all had such habits, it would save the lives of hundreds of people each year.

SPEED INDICATORS

To illustrate this vulnerability without restraints, the First Harmful Events of severe crashes, given in order of highest frequency first: **Ran Off Road** (right or left), Collision with Tree, **Overturn/Rollover, Collision with Ditch, Collision with Pedestrian**. There is no doubt that these events are most often caused by excessive speed. Primary Contributing Circumstances (PCC) lists "Over Speed Limit" to be the top over-represented item for severe crashes. In addition, it is clear that the other PCC items listed are heavily related to, if not directly caused by excessive speed: Driving Too Fast for Conditions, Aggressive Operation, Swerved, and **Over Correcting/Over Steering. Impaired Driving (DUI)**, which is also highly correlated with excessive speed is at the top of the PCC causal list. This deadly combination was discussed in more detail above. ADVICE: recognize that you double your <u>survival</u> chances by reducing your speed by 10 miles per hour for all speeds over 40 MPH.

PEDESTRIANS

There were 95 pedestrians involved in July 4th week crashes over the five-year period, of which over 40 were listed as having contributing pedestrian actions. This makes the July 4th week 17.2% above what would be expected if this were an average week. Most of the more severe pedestrian crashes have been found to be the fault of the pedestrian. The following is a list of all of contributory pedestrian actions in order of highest frequency first: **Improper Crossing**, **Impaired Walking Alcohol/Drugs, Pedestrian Failure to Yield Right-Of-Way, In Roadway** (Standing/On Knees/Lying), Darting, Inattentive e.g. Talking or Eating, Not Visible (Dark Clothing), Walking on Wrong Side of Road, and Failure to Obey Traffic Signs/Signals/Officer. ADVICE: never assume you can be seen (especially at night) and avoid all risky actions, especially using alcohol or drugs and walking with traffic. If you are not seen, you have a greater chance of avoiding the vehicle than it does at the last second.

MOTORCYCLES

Motorcycles were found to be the most over-represented vehicle for severe crashes. With 38 severe **and 108 general crashes**, **these were found to be over 9 times the expected proportion of severe crashes** during the remainder of the year. ADVICE: if you are not an experienced motorcycle driver, do not venture into heavy traffic, especially that encountered before and after major holidays, such as July 4th.

Quick Summary of Interesting (Some Counterintuitive) Findings

Quick notes all for July 1-7:

•

- Time of day = most significant attribute largest over-representations: mid-day 10AM to 3PM and late evening hours 9 PM until Midnight.
 - Severe crashes very significant (most over twice expected): 9PM through 7AM
- Avoid early morning Saturday and Sunday regardless of the July 4th day.
 - Major problems, combinations of DUI, Speed and Aggressive Operation.
 - High severity: add Fatigued/Asleep, Ran off Road (all over twice expected)
- C017 crashes in general: collision between 2 vehicles is 10 times the next collision type.
- State and Interstate roadways will have greater volume; if there is a choice, choose the Interstate even if somewhat longer trip time.
 - Severe crashes greatly over-represented on County and State routes
- Highest frequency of First Harmful Events resulting in severe crashes:

Collision with Tree 62

Overturn/Rollover 42

Collision with Ditch 49

Collision Pedestrian 23

Ran Off Road Left 24

- Driver/Passenger failed to Use proper restraint
 - 3.4% in general
 - \circ 23.3% for severe crashes = 8 times the non-restrained of general population

1

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1

6

- \circ Prob of fatality None Used 1 in 25 = 45 times the prob if restrained
- Prob of fatality Shoulder and Lap Belt Used 1 in 1129
- Pedestrian Violations PCC = 37
 - E Improper Crossing 21
 - Pedestrian Under the Influence 5
 - Failed to Yield the Right-of-Way 3
 - E Lying or Sitting in Roadway
 - E Not Visible
 - E Wrong Side of Road
 - E Distracted by Use of Electronic Communication Device 1
 - Unseen Object/Person/Vehicle 3
 - E Aggressive Operation 1
- C304 Pedestrian Actions = 43 out of 92 crashes involving 95 peds
 - Improper Crossing 16
 - Failure to Yield Right-Of-Way
 - In Roadway (Standing/On Knees/Lying) 5

0	Darting	4
0	Inattentive (Talking/Eating)	3
0	Not Visible (Dark Clothing)	3
0	Wrong Side of Road	2
0	Improper Turn/Merge	1
0	Unknown	1
0	No Improper Action	1
0	Failure to Obey Traffic Signs/Signals/Officer	1

- C308 Pedestrian condition
 - \circ Physical Impairment = 2
 - \circ Emotional Depressed = 4
 - Under the influence = 8
 - \circ 309 = 6 Alcohol; 310 = 7 Other Drugs
- Pedestrian crashes throughout the 5 years = 4090 in any 7 day period
 - \circ = All ped crashes is 2.24 per day = 15.1 per 7 days
 - \circ C057 = 92 per 5 seven-day periods =
 - See Excel Day by Severity == appears 4^{th} week is 17.2% above normal.
- CU Type C101
 - Motorcycles are most O-R for severe crashes with 38 severe and 108 general crashes - over 9 times the expected proportion
 - C025 by C101 severity by vehicle type 0
 - \circ Fatalities = 81
 - Pedestrian = 9; Motorcycle = 7
 - Pas car= 35; SUV = 13
- DUI ٠
 - \circ C121 General proportion = 3.8% = 511 cases alc or drugs (O-R=1.233)
 - Severe crashes = 76 = 13.01% = 4.2 times what is expected (3.11%)
- C122-3 to compare with above
 - C122 Ofcr Op Alc 4.42% 496 • C123 Ofcr op Drgs 1.46% 161
- 16.06 75 for more severe OR=4.776
- C204 General CU Sequence of Events #1
 - o Ran Off Road Right 1096
 - Collision with Parked Motor Vehicle 732
 - Ran Off Road Left 630
 - Evasive Action (Swerve/Brake) 731
 - Crossed Centerline 347
 - Vehicle Defect/Component Failure 97

7.68 34 for more severe OR=6.434

- C204 Severe Crashes CU Sequenced of Events #1
 - Ran Off Road Right 137
 - Ran Off Road Left 74
 - o Crossed Centerline 43
 - Evasive Action (Swerve/Brake) 46
 - Collision with Non-Motorist: Pedestrian 14
 - 0

Additional details:

• Primary Contributing Circumstances (significantly over-represented):

ITEM	OVER EXPECTED	CRASHES (5 yrs)
DUI	25.2%	450
Over Speed Limit	32.1%	252
Fatigued/Asleep	24.5%	283
Defective Equipment	23.1%	264
Driving too Fast for C	Conditions 9.1%	557
Aggressive Operation	19.4%	272

• Most Harmful Events with greater than 350 occurrences

Collision with Vehicle in Traffic	8,938
Collision with Parked Motor Vehicle	773
Overturn/Rollover	495
Collision with Tree	480
Collision with Ditch	360

July 4th Week Crashes by Severity

The following displays indicate how crashes were distributed as given by July 4th week using CY2016-2020 data.

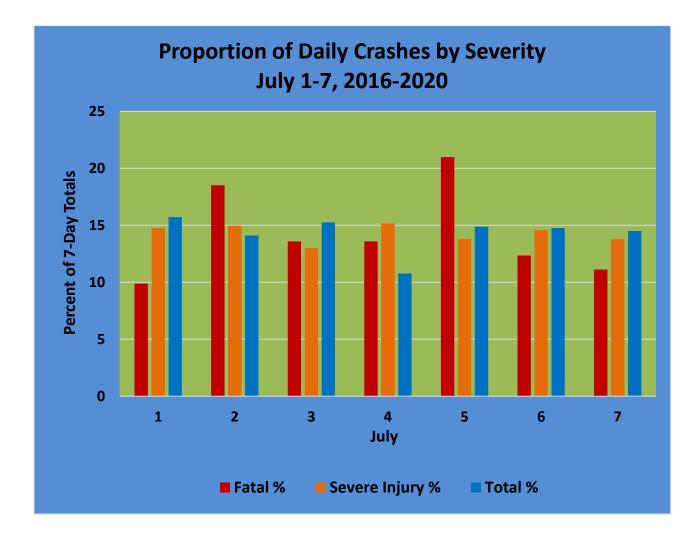
	3 - [Crosstab Results	; - 2016-2020 Alabai Analysis Crosstal	-		/ 1-7 Week 2016-202 Help	20]	-	_ ·		
<u>r</u> ile <u>D</u> ash	iboard <u>Filters 7</u>	Analysis <u>C</u> rossia		oois <u>w</u> indow	Help		_			
2016-2020 Alabama Integrated Crash Data V July 1-7 Week 2016-2020 V 🖓 😨 1/ 1/2016 V										
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	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	Unknown	TOTAL			
1	8	75	157	205	1596	72	2113			
	9.88%	14.76%	13.76%	17.31%	15.75%	18.37%	15.72%			
2	15	76	139	164	1445	57	1896			
2	18.52%	14.96%	12.18%	13.85%	14.26%	14.54%	14.11%			
3	11	66	190	170	1548	65	2050			
3	13.58%	12.99%	16.65%	14.36%	15.27%	16.58%	15.25%			
4	11	77	175	111	1028	47	1449			
4	13.58%	15.16%	15.34%	9.38%	10.14%	11.99%	10.78%			
5	17	70	157	163	1544	49	2000			
5	20.99%	13.78%	13.76%	13.77%	15.23%	12.50%	14.88%			
6	10	74	149	178	1522	51	1984			
6	12.35%	14.57%	13.06%	15.03%	15.02%	13.01%	14.76%			
7	9	70	174	193	1452	51	1949			
/	11.11%	13.78%	15.25%	16.30%	14.33%	13.01%	14.50%			
TOTAL	81	508	1141	1184	10135	392	13441			
TOTAL	0.60%	3.78%	8.49%	8.81%	75.40%	2.92%	100.00%			

July 4th Week Days by Severity (with percentages)

July 4th Week Days by Severity (without percentages)

CARE 10.2.1.3	- [Crosstab Results	- 2016-2020 Alaba	ma Integrated Crasł	n Data - Filter = July	/ 1-7 Week 2016-202	20]	— C			
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🔮 2016-2020 Alabama Integrated Crash Data 🗸 July 1-7 Week 2016-2020 🗸 <table-cell> 😨 1/ 1/2016 🗸</table-cell>										
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	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	Unknown	TOTAL			
1	8	75	157	205	1596	72	2113			
2	15	76	139	164	1445	57	1896			
3	11	66	190	170	1548	65	2050			
4	11	77	175	111	1028	47	1449			
5	17	70	157	163	1544	49	2000			
6	10	74	149	178	1522	51	1984			
7	9	70	174	193	1452	51	1949			
TOTAL	81	508	1141	1184	10135	392	13441			

As expected, the total number of crashes on the July 4th holiday itself was down, in this case to 1,449 crashes as compared to the averages of 1,920 crashes per day for all seven days. The 11 fatal crashes on the July 4th 24-hour day period, however, are highly over-represented, as indicated by the red background. Red indicates more than 10% over-represented, while the yellow background indicates any over-representation above average, and the white backgrounds are under-represented. July 4th was also highly over-represented in the two most severe non-fatal crash severities. The following display shows a different perspective of those above.



To understand the information conveyed by the display above, consider first the blue bars, which represent the total crashes on each day. July 1 has slightly more than the average, and it is quite clear that July 4th is the lowest crash day. This indicates that the traffic volume is significantly lower during the holiday itself, although the same cannot be said for the three days before and the three days after, which have about 3% more crashes than the average crash per day in July for the five years of this study. Try to just see the blue bars and ignore the others, and notice that

the distribution of the 7 day period is much more uniform that any of the other bars. Then notice again where July 4^{th} is in this distribution.

Now let us consider the fatal crashes given by the red bars. July 1st started out with 8 fatal crashes, which was about 10% of the 7 day period. July 7th at the other end of the display is close with a total of 9 fatal crashes. A primary cause of fatal crashes is speed, so it appears that those who have taken a July 4th holiday may well be anxious (speeding) to return home, which could be compounded with their lack of sleep and/or use of drugs. No comparable simple answer can be given for the spike on July 2, but it is important to see that fatal crashes can occur at any time. While July 4th is about average for fatal crashes, the number of fatal crashes is significantly higher than would be expected from their proportion of total crashes.

The orange bars provide an additional metric for severe crashes which tend to show the potential for additional fatal crashes, since often the only difference between a severe injury and a fatality is one of chance and perhaps a few miles per hour in speed. These generally follow the distribution of the total crashes. However July 4th is the greatest exception to this rule. The high percentage of severe injuries confirms the fatal crash finding, and establishes that the crashes occurring on the 4th of July, although fewer in number, tend to be significantly more severe.

IMPACT Analyses Revealing Crash Differences in July 4th Weeks 2016-20

C008 Time of Day

🖡 CA	RE 10.2.1.3 - [IMPACT Resul	ts - 2016-2020 /	Alabama Inte	grated Crash [Data - July 1-7	Week 2016-20	20 vs. Not July	/ 1-7 Week 2016-2020] − □ ×
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6	2016-2020 Alabama Integrated	l Crash Data		~ J	luly 1-7 Week 2	016-2020		✓ ♥ 〒 1/ 1/2016 ∨ 12/3
Order	Natural Order V De	escending	Si	uppress Zero-\	/alued Rows	Signif	icance: Over	Representation V Threshold: 2.0
C008:	Time of Day	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C007: Week of the Year A C004: Month
•	12:00 Midnight to 12:59 AM	225	1.67	9234	1.23	1.365*	60.124	C005: Day of Month
	1:00 AM to 1:59 AM	156	1.16	7630	1.01	1.145	19.764	C008: Time of Day
	2:00 AM to 2:59 AM	158	1.18	6962	0.92	1.271*	33.691	C002: City C031: Lighting Conditions
	3:00 AM to 3:59 AM	136	1.01	<mark>61</mark> 87	0.82	1.231*	25.529	C040: Agency ORI
	4:00 AM to 4:59 AM	143	1.06	<mark>6</mark> 981	0.93	1.147	18.352	C055: Number of Motorists Recorded
	5:00 AM to 5:59 AM	168	1.25	12282	1.63	0.766*	-51.299	C054: Number of Persons Recorded
	6:00 AM to 6:59 AM	267	1.99	20175	2.68	0.741*	-93.231	C204: E CU Sequence of Events #1 C001: County
	7:00 AM to 7:59 AM	422	3.14	44802	5.95	0.528*	-377.955	C511: V2 Driver License State
	8:00 AM to 8:59 AM	432	3.21	32696	4.34	0.740*	-151.798	C015: Primary Contributing Circumstance
	9:00 AM to 9:59 AM	517	3.85	28752	3.82	1.007	3.623	C028: Mileposted Route
	10:00 AM to 10:59 AM	679	5.05	33159	4.40	1.147*	86.935	C019: E Most Harmful Event C049: MPO
	11:00 AM to 11:59 AM	824	6.13	40686	5.40	1.134*	97.538	C202: CU Contributing Circumstance
	12:00 Noon to 12:59 PM	999	7.43	49370	6.56	1.133*	117.482	C017: First Harmful Event
	1:00 PM to 1:59 PM	979	7.28	48859	6.49	1.122*	106.606	C201: CU Vehicle Most Harmful Event C510: V2 Driver Residence Distance
	2:00 PM to 2:59 PM	1062	7.90	53163	7.06	1.119*	112.757	C032: Weather
<u> </u>	3:00 PM to 3:59 PM	1045	7.77	66687	8.86	0.878*	-145.719	C529: V2 Vehicle Maneuvers
	4:00 PM to 4:59 PM	1124	8.36	64299	8.54	0.979	-24.081	C043: Highway Patrol Posts
	5:00 PM to 5:59 PM	1034	7.69	68762	9.13	0.842*	-193.769	C111: CU Driver License State
	6:00 PM to 6:59 PM	783	5.83	44914	5.97	0.976	-18.955	C110: CU Driver Residence Distance C107: CU Driver Raw Age
	7:00 PM to 7:59 PM	495	3.68	30749	4.08	0.902*	-54.034	C113: CU Driver Second License Class
	8:00 PM to 8:59 PM	484	3.60	25610	3.40	1.058	26.725	C112: CU Driver First License Class
	9:00 PM to 9:59 PM	572	4.26	20989	2.79	1.526*	197.234	C562: V2 Speed Limit
	10:00 PM to 10:59 PM	405	3.01	16280	2.16	1.393*	114.315	C205: E CU Sequence of Events #2 C048: RPO
	11:00 PM to 11:59 PM Unknown	303 29	0.22	12141 1403	1.61 0.19	1.398* 1.158	86.218 3.949	C023: E Manner of Crash
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				2016-2020 Ala	bama Integrate	d Crash Data		
				CO	08: Time of Da	У		
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	6							
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	0	4:00 AM to 4:	59 AM 9	:00 AM to 9:5	59 AM 2:0	00 PM to 2:59	PM 7:00) PM to 7:59 PM Unknown
					C008: Time	of Day		

C008 Severe Crashes Time of Day

	RE 10.2.1.3 - [IMPACT R	eculte - 2016	-2020 Alaba	ma Integra	ted Crach I	Data - July 1	-7 Week 16-	20 Severe vs. Not Ju — 🔲 🗙
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8	2016-2020 Alabama Integ	rated Crash D	ata	~		July 1-7 Weel	k 16-20 Seve	are V 🖓 🎬
Order:	Max Gain 🗸 🗸	Descending	· ~	Supp	press Zero-V	/alı Significa	ance: Over	Representation V Threshold: 2.0 🖨
C008:	Time of Day	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C007: Week of the Year
•	12:00 Midnight to 12:	17	2.89	9442	1.23	2.340	9.736	C010: Rural or Urban
	1:00 AM to 1:59 AM	19	3.23	7767	1.01	3.180	13.025	C011: Highway Classifications
	2:00 AM to 2:59 AM	15	2.55	7105	0.93	2.744	9.534	C012: Controlled Access C013: E Highway Side
	3:00 AM to 3:59 AM	18	3.06	6305	0.82	3.711	13.150	C015: Primary Contributing Circumstance
	4:00 AM to 4:59 AM	11	1.87	7113	0.93	2.010	5.528	C016: Primary Contributing Unit Numbe
	5:00 AM to 5:59 AM	14	2.38	12436	1.62	1.463	4.433	C017: First Harmful Event
	6:00 AM to 6:59 AM	19	3.23	20423	2.67	1.209	3.288	C018: Location First Harmful Event Rel t C019: E Most Harmful Event
	7:00 AM to 7:59 AM	22	3.74	45202	5.90	0.633	-12.774	C019: E Most Harmful Event C020: E Distracted Driving Opinion
	8:00 AM to 8:59 AM	9	1.53	33119	4.33	0.353	-16.479	C021: Distance to Fixed Object
	9:00 AM to 9:59 AM	21	3.57	29248	3.82	0.933	-1.501	C022: E Type of Roadway Junction/Featu
	10:00 AM to 10:59 AM	27	4.58	33811	4.42	1.038	0.989	C023: E Manner of Crash
	11:00 AM to 11:59 AM	30	5.09	41480	5.42	0.940	-1.911	C024: School Bus Related C025: Crash Severity
	12:00 Noon to 12:59	36	6.11	50333	6.57	0.930	-2.722	C025: Crash Seventy C026: Intersection Related
	1:00 PM to 1:59 PM	33	5.60	49805	6.51	0.861	-5.315	C027: At Intersection
	2:00 PM to 2:59 PM	32	5.43	54193	7.08	0.768	-9.691	C028: Mileposted Route
	3:00 PM to 3:59 PM	32	5.43	67700	8.84	0.614*	-20.082	C029: National Highway System
	4:00 PM to 4:59 PM	33	5.60	65390	8.54	0.656*	-17.305	C030: Functional Class C031: Lighting Conditions
	5:00 PM to 5:59 PM	36	6.11	69760	9.11	0.671*	-17.667	C032: Weather
	6:00 PM to 6:59 PM	38	6.45	45659	5.96	1.082	2.874	C033: Locale
	7:00 PM to 7:59 PM	28	4.75	31216	4.08	1.166	3.985	C034: E Police Present at Time of Crash
	8:00 PM to 8:59 PM	21	3.57	26073	3.41	1.047	0.942	C035: Police Notification Delay
	9:00 PM to 9:59 PM	33	5.60	21528	2.81	1.993*	16.438	C036: Police Arrival Delay C037: EMS Arrival Delay
	10:00 PM to 10:59 PM	26	4.41	16659	2.18	2.029*	13.184	C038: Adjusted EMS Arrival Delay
	11:00 PM to 11:59 PM	19	3.23	12425	1.62	1.988	9.441	C039: Non-Vehicular Property Damage
	Unknown	0	0.00	1432	0.19	0.000	0.000	C040: Agency ORI
	1 🐟 🖉							
				010 0000 4			Dete	
			2		COO8: Time	grated Crash of Day	Data	
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Frequency	. 5							
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	0	4:00 AM to 4	1:59 AM	9:00 AM to	9:59 AM	2:00 PM to	2:59 PM	7:00 PM to 7:59 PM Unknown
					C008: 1	ime of Day		

C006 Day of the Week

B	CARE	10.2.1.3 - [IMPA	ACT Re	esults - 2016	5-2020 Alak	oama Integr	ated Crash	Data - July 1	I-7 Week 20	16-2020 vs. Not July	— C) X
B	<u>F</u> ile	<u>D</u> ashboard	<u>F</u> ilte	rs <u>A</u> nalys	sis <u>I</u> mpa	ict <u>L</u> ocat	ions <u>T</u> oo	ls <u>W</u> indo	w <u>H</u> elp			- 8 ×
*	201	6-2020 Alabama	Integr	ated Crash E)ata	~	,	July 1-7 Wee	k 2016-2020		~ ~	7
Or	der: Na	atural Order	~	Descending	g `	Sup	press Zero-'	Valı Signific	ance: Over	Representation 🗸 T	hreshold:	2.0 🜩
CO	106: Da	y of the Week		Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C001: County C002: City		^
	Su	nday		1420	10.56	72831	9.68	1.092*	119.578	C003: Year		
	Mo	onday		1912	14.23	108742	14.45	0.985	-29.625	C004: Month		
	Tu	esday		2056	15.30	112932	15.00	1.020	39.561	C005: Day of Month C006: Day of the Wee	k	
	We	ednesday		2036	15.15	112879	15.00	1.010	20.507	C007: Week of the Yea		
	Th	ursday		1933	14.38	118009	15.68	0.917*	-174.091	C008: Time of Day		
	Frie	day		2325	17.30	132864	17.65	0.980	-47.332	C010: Rural or Urban		~
	Sa	turday		1759	13.09	94515	12.56	1.042	71.403	Sort by Sum of Max G		
	Frequency	20				2016-2020 A CC	Nabama Inte	-	n Data	ſŀ		
		- 1	Su	inday	Monday	Tuesday	y Wedne C006:Dayo		nursday	Friday Saturday	r	

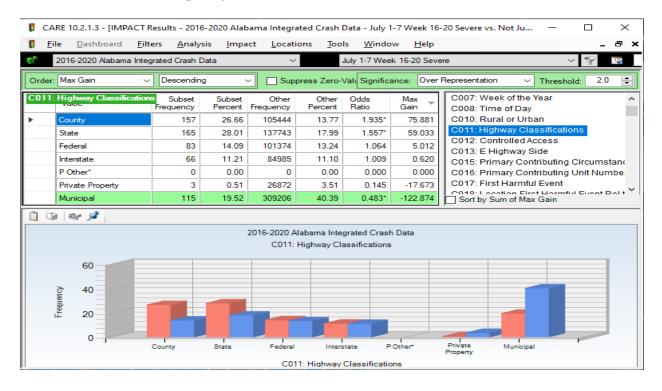
Time of Day by Day of the Week

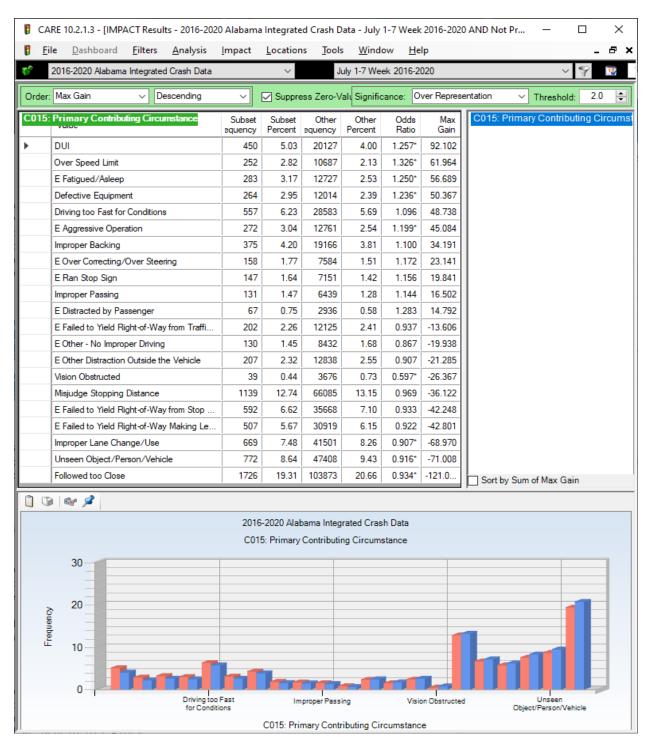
<u>F</u> ile <u>D</u> ashbo	oard <u>Filters</u>	<u>A</u> nalysis <u>C</u> rosstal	<u>L</u> ocations <u>1</u>	ools <u>W</u> indow	<u>H</u> elp				-
2016-2020 A	abama Integrated (Crash Data	\sim	July 1-7 Week 2016	2020	~	💡 🋐 1/ 1	1/2016 > 12/31/202	0 ~
uppress Zero Valu	es: None	~ Select	Cells: 🔳 🗸 🚿	9			Column: Day	of the Week ; Row: Tir	ne of Day
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	TOTAL	
2:00 Midnight to	51	27	21	26	20	32	48	225	
12:59 AM	3.59%	1.41%	1.02%	1.28%	1.03%	1.38%	2.73%	1.67%	
1:00 AM to 1:59	33	17	24	24	16	17	25	156	
AM	2.32%	0.89%	1.17%	1.18%	0.83%	0.73%	1.42%	1.16%	
:00 AM to 2:59	40	13	9	19	23	22	32	158	
AM	2.82%	0.68%	0.44%	0.93%	1.19%	0.95%	1.82%	1.18%	
3:00 AM to 3:59	33	16	12	19	13	17	26	136	
AM	2.32%	0.84%	0.58%	0.93%	0.67%	0.73%	1.48%	1.01%	
1:00 AM to 4:59	32	13	25	15	16	17	25	143	
AM	2.25%	0.68%	1.22%	0.74%	0.83%	0.73%	1.42%	1.06%	
:00 AM to 5:59	27	25	27	21	20	28	20	168	
AM	1.90%	1.31%	1.31%	1.03%	1.03%	1.20%	1.14%	1.25%	
6:00 AM to 6:59	25	41	45	48	33	45	30	267	
AM	1.76%	2.14%	2.19%	2.36%	1.71%	1.94%	1.71%	1.99%	
7:00 AM to 7:59	24	75	77	79	65	70	32	422	
AM	1.69%	3.92%	3.75%	3.88%	3.36%	3.01%	1.82%	3.14%	
8:00 AM to 8:59	25	68	68	86	62	76	47	432	
AM	1.76%	3.56%	3.31%	4.22%	3.21%	3.27%	2.67%	3.21%	
00 AM to 9:59	49	77	70	86	70	89	76	517	
AM	3.45%	4.03%	3.40%	4.22%	3.62%	3.83%	4.32%	3.85%	
0:00 AM to 10:59	64	85	114	111	96	119	90	679	
AM	4.51%	4.45%	5.54%	5.45%	4.97%	5.12%	5.12%	5.05%	
1:00 AM to 11:59	62	109	143	114	141	135	120	824	
AM	4.37%	5.70%	6.96%	5.60%	7.29%	5.81%	6.82%	6.13%	
12:00 Noon to	99	132	168	137	159	192	112	999	
12:59 PM	6.97%	6.90%	8.17%	6.73%	8.23%	8.26%	6.37%	7.43%	
1:00 PM to 1:59	89	143	143	147	134	197	126	979	
PM	6.27%	7.48%	6.96%	7.22%	6.93%	8.47%	7.16%	7.28%	
2:00 PM to 2:59	123	174	167	149	154	203	92	1062	
PM	8.66%	9.10%	8.12%	7.32%	7.97%	8.73%	5.23%	7.90%	
3:00 PM to 3:59	87	155	162	165	156	195	125	1045	
PM	6.13%	8.11%	7.88%	8.10%	8.07%	8.39%	7.11%	7.77%	
4:00 PM to 4:59	95	171	189	192	155	230	92	1124	
PM PM 10 4.55	6.69%	8.94%	9.19%	9.43%	8.02%	9.89%	5.23%	8.36%	
5:00 PM to 5:59	91	176	165	171	164	147	120	1034	
PM 10 5:59	6.41%	9.21%	8.03%	8.40%	8.48%	6.32%	6.82%	7.69%	
6:00 PM to 6:59	91	89	116	113	103	164	107	783	
PM 10 6:59	6.41%	4.65%	5.64%	5.55%	5.33%	7.05%	6.08%	5.83%	
7:00 PM to 7:59	63	4.65%	5.64 %	78	68	60	86	495	
PM 10 7:59	4.44%	3.24%	3.79%	3.83%	3.52%	2.58%	4.89%	3.68%	
		3.24 % 64			3.52 %			3.68 % 484	
8:00 PM to 8:59 PM	57 4.01%	3.35%	51 2.48%	66 3.24%	85 4.40%	77 3.31%	84 4.78%	3.60%	
9:00 PM to 9:59	4.01%			3.24%			4.78%		
PM to 9:59	79 5.56%	74	78 3.79%		81	86 3.70%	4.83%	572 4.26%	
		3.87%		4.37%	4.19%				
):00 PM to 10:59 PM	43	64	58	45	58	56	81	405	
	3.03%	3.35%	2.82%	2.21%	3.00%	2.41%	4.60%	3.01%	
1:00 PM to 11:59 PM	37	38	42	33	32	47	74	303	
T MI	2.61%	1.99%	2.04%	1.62%	1.66%	2.02%	4.21%	2.25%	
Unknown	1	4	4	3	9	4	4	29	
	0.07%	0.21%	0.19%	0.15%	0.47%	0.17%	0.23%	0.22%	
TOTAL	1420	1912	2056	2036	1933	2325	1759	13441	
	10.56%	14.23%	15.30%	15.15%	14.38%	17.30%	13.09%	100.00%	

C011 Highway Classification

🖡 CA	RE 10.2.1.3 - [IMPACT F	Results - 20	16-2020 Alabam	a Integrated Cra	sh Data - July 1-7	Week 2016-2020) vs. Not July 1-7	Week 2016-2020]	- 🗆 ×
Ei Ei	le <u>D</u> ashboard <u>F</u> ilt	ers <u>A</u> nal	ysis <u>I</u> mpact	Locations]	ools <u>W</u> indow	<u>H</u> elp			- 8
6	2016-2020 Alabama Integ	grated Crash	Data	\sim	July 1-7 Week 2	2016-2020		~ 9	1/ 1/2016 ~ 12/31/2020 ~
Order:	Max Gain 🗸 🗸	Descend	ing ~	Suppress Ze	ro-Valued Rows		Si	ignificance: Over I	Representation V Threshold: 2.0
C011:	Highway Classification	6	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain 👻	C007: Week of the Year C008: Time of Day
▶	State		2585	19.23	135323	17.98	1.070*	168.762	C010: Rural or Urban
	Interstate		1638	12.19	83413	11.08	1.100*	148.633	C011: Highway Classifications C012: Controlled Access
	Private Property		537	4.00	26338	3.50	1.142*	66.726	C012: Controlled Access C013: E Highway Side
	P Other*		0	0.00	0	0.00	0.000	0.000	C015: Primary Contributing Circumstance
	County		1842	13.70	103759	13.78	0.994	-10.652	C016: Primary Contributing Unit Numbe
	Federal		1675	12.46	99782	13.26	0.940*	-106.642	C017: First Harmful Event C018: Location First Harmful Event Rel t
	Municipal		5164	38.42	304157	40.40	0.951*	-266.827	Sort by Sum of Max Gain
10) 🚭 🔎								Display Filter Name
					2016-2020 Alabar	ma Integrated Cra way Classification			
						indy endeemedator	<u> </u>		
	60								
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	40 Luedneuci								
	0								
		Stat	e Inte	erstate Priv	ate Property	P Other*	County	Federal	Municipal
					C011: Hig	hway Classificati	ons		

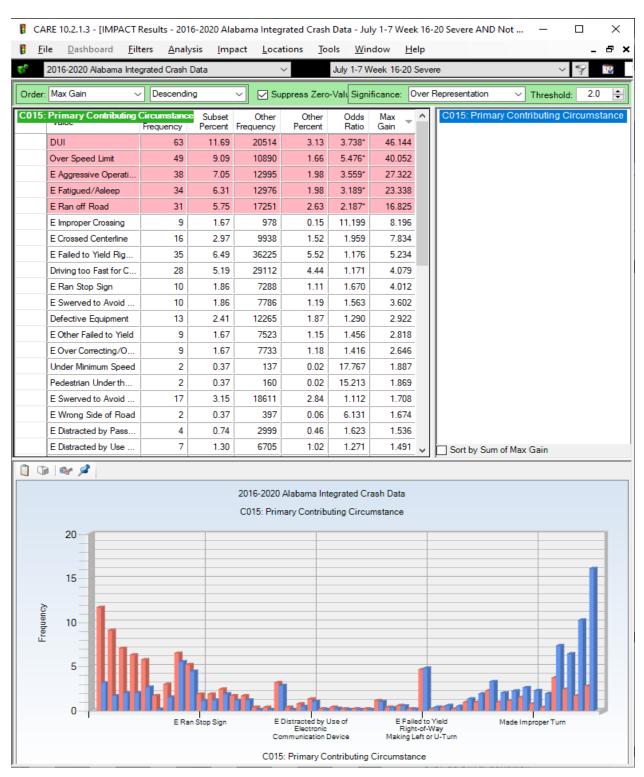
C011 Severe Crashes Highway Classification





C015 Primary Contributing Circumstances

Reran excluding all items that had MaxGains < Abs(15)



C015 Severe Crashes Primary Contributing Circumstances

C017 First Harmful Event

CA	RE 10.2.1.3 - [IMPACT Results - 2016-2020 A	Alabama Int	egrated Cr	ash Data	July 1-7 W	eek 2016-20	20 AND No	ot Fir – 🗆 🗙
🕴 <u>E</u> il	e <u>D</u> ashboard <u>F</u> ilters <u>A</u> nalysis <u>I</u> n	npact <u>L</u> o	cations	<u>T</u> ools <u>W</u>	<u>/</u> indow	<u>H</u> elp		- 8
6	2016-2020 Alabama Integrated Crash Data		\sim	July 1-7	Week 201	6-2020		~ 💡
Order:	Max Gain ~ Descending	~ 🗹	Suppress Z	ero-Valu Sig	gnificance:	Over Repre	esentation	✓ Threshold: 2.0 ÷
C017:	First Harmful Event	Subset Frequency	Subset Percent	Other requency	Other Percent	Odds	Max Gain	C017: First Harmful Event
•	Collision with Parked Motor Vehicle	768	6.16	35761	5.10	1.207*	131.516	
	Collision with Ditch	373	2.99	18297	2.61	1.145*	47.345	
	Collision with Tree	309	2.48	15217	2.17	1.141	38.164	
	Overtum/Rollover	165	1.32	7278	1.04	1.274*	35.464	
	E Ran Off Road Left	259	2.08	12640	1.80	1.151	34.030	
	E Ran Off Road Right	436	3.50	22721	3.24	1.078	31.605	
	Collision with Mailbox	98	0.79	3764	0.54	1.463*	31.007	
	E Collision with Vehicle in (or from) Other Ro	315	2.53	16195	2.31	1.093	26.757	
	E Collision with Concrete Barrier	109	0.87	4922	0.70	1.244	21.397	
	E Collision with Cable Barrier	65	0.52	2561	0.37	1.426*	19.419	
	Collision with Utility Pole	126	1.01	6025	0.86	1.175	18.765	
	E Collision with Non-Motorist: Pedestrian	70	0.56	2909	0.42	1.352*	18.225	
	E Vehicle Defect/Component Failure	59	0.47	2543	0.36	1.304	13.739	
	Collision with Culvert Headwall	66	0.53	2955	0.42	1.255	13.406	
	E Evasive Action (Swerve/Brake)	122	0.98	6134	0.88	1.117	12.825	
	E Collision with Guardrail Face	93	0.75	4644	0.66	1.125	10.345	
	E Collision with Curb/Island/Raised Median	53	0.42	3510	0.50	0.848	-9.472	
	E Collision with Animal: Deer	83	0.67	10445	1.49	0.446*	-102.903	
	Collision with Vehicle in Traffic	8903	71.38	522221	74.52	0.958*	-391.634	Sort by Sum of Max Gain
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Frequer	50							
L.								
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	0 E Ran Off F	Road Left	E Col	lision with Cab	le Barrier		vasive Action verve/Brake)	
			C017	: First Harm	ful Event			

Reran excluding all items that had MaxGains < Abs(10).

C023 Manner of Crash

CARE 10.2.1.3 - [IMPACT Results - 2016-2	020 Alaban	na Integra	ted Crash	Data - July	1-7 Week	2016-2020 v	vs. Not July — 🗆 🗙
Eile Dashboard Eilters Analysis	<u>I</u> mpact	<u>L</u> ocatio	ons <u>T</u> oo	ls <u>W</u> indo	ow <u>H</u> elp	р	_ 8 ×
2016-2020 Alabama Integrated Crash Dat	а	~		July 1-7 Wee	ek 2016-20	20	~ 💡
Order: Max Gain V Descending	~	Supp	oress Zero-	Valı Signific	ance: Ov	er Represen	tation V Threshold: 2.0
C023: EManner of Crash Single Vehicle Crash (all types) Causal Veh Backing: Rear to Side Causal Veh Backing: Rear to Rear Sideswipe - Opposite Direction Unknown Head-On (front to front only) Non-Collision Other Record from Paper System Angle (front to side) Same Direction Angle Oncoming (frontal)	Subset requency 2868 286 113 263 111 295 104 343 21 347 342	Subset Percent 21.34 2.13 0.84 1.96 0.83 2.19 0.77 2.55 0.16 2.58 2.25	Other requency 145783 13701 4510 13651 5238 15735 5176 18769 1659 20214 17916	Other Percent 19.37 1.82 0.60 1.81 0.70 2.09 0.69 2.49 0.22 2.69 2.38	Odds Ratio 1.102* 1.403* 1.403* 1.079 1.187 1.050 1.125 1.023 0.709 0.961 0.944	Max Gain 264.995 41.364 32.472 19.257 17.474 14.046 11.581 7.873 -8.622 -13.928 -17.896	C015: Primary Contributing Circ C016: Primary Contributing Unit C017: First Harmful Event C018: Location First Harmful Event C019: E Most Harmful Event C020: E Distracted Driving Opin C021: Distance to Fixed Object C022: E Type of Roadway Juncti C023: E Manner of Crash C024: School Bus Related C025: Crash Severity C026: Intersection Related C027: At Intersection C028: Mileposted Route C029: National Highway System C030: Functional Class
Side Impact (90 degrees) Sideswipe - Same Direction Angle (front to side) Opposite Direction Side Impact (angled) Rear End (front to rear)	1194 1210 362 1107 4515	8.88 9.00 2.69 8.24 33.59	67918 69052 21934 64610 266906	9.02 9.17 2.91 8.58 35.46	0.985 0.981 0.924 0.960 0.947*	-18.699 -22.947 -29.639 -46.634 -250.697	C031: Lighting Conditions C032: Weather C033: Locale C034: E Police Present at Time C035: Police Notification Delay Sort by Sum of Max Gain
40 40 20 0	20 Unknow	C02:	3: E Manner	grated Crash of Crash le (front to si unner of Cra	de) Same D	Direction	Side Impact (angled)

C023 Severe Crashes Manner of C	Crash
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		-	esults - 2016-202 ers <u>A</u> nalysis	<u>Impact</u>	2			evere vs. Not.	uly 1-7 week to	6-20 Severe] — □ > _ ₽
r	2016-2020	Alabama Integ	rated Crash Data		\sim	July 1-7 Week	16-20 Severe		~	9 1/ 1/2016 \checkmark 12/31/2020 \checkmark
Order	Max Gain	~	Descending	~ 🗆	Suppress Zero-	Valued Rows		Sig	nificance: Ove	r Representation V Threshold: 2.0
C 017 :	First Harr	mful Event		Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max 🚽 ^	C015: Primary Contributing Circumstand C016: Primary Contributing Unit Numbe
•	Collision w	ith Tree		62	10.53	15464	2.02	5.212*	50.103	C017: First Harmful Event
	Overtum/F	Rollover		42	7.13	7401	0.97	7.377*	36.306	C018: Location First Harmful Event Rel t
	Collision w	ith Ditch		49	8.32	18621	2.43	3.421*	34.675	C019: E Most Harmful Event C020: E Distracted Driving Opinion
	E Collision	with Non-Moto	orist: Pedestrian	23	3.90	2956	0.39	10.114*	20.726	C021: Distance to Fixed Object
	E Ran Off	Road Left		24	4.07	12875	1.68	2.423*	14.095	C022: E Type of Roadway Junction/Featu
	E Ran Off	Road Right		31	5.26	23126	3.02	1.742*	13.209	C023: E Manner of Crash
	E Collision	with Embankn	nent	14	2.38	3949	0.52	4.608	10.962	C024: School Bus Related
	Collision w	ith Culvert Hea	adwall	13	2.21	3008	0.39	5.618	10.686	C025: Crash Severity C026: Intersection Related
	Collision w	ith Utility Pole		8	1.36	6143	0.80	1.693	3.274	C027: At Intersection
	E Evasive	Action (Swerv	e/Brake)	8	1.36	6248	0.82	1.664	3.193	C028: Mileposted Route
	E Crossed	Centerline		7	1.19	5122	0.67	1.776	3.060	C029: National Highway System
	E Collision	with Guardrail	End	4	0.68	1500	0.20	3.466	2.846	C030: Functional Class
	Collision w	ith Non-Motori	st: Pedalcvcle	3	0.51	819	0.11	4,761	2.370	C031: Lighting Conditions C032: Weather
		with Guardrail		6	1.02	4731	0.62	1.649	2.360	C032: Weather
	Collision w	ith Bridge Sup	port/Column	2	0.34	181	0.02	14.363	1.861 ¥	Sort by Sum of Max Gain
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<u> </u>					2016	-2020 Alabama	Integrated Cras	sh Data		
							Harmful Event			
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	0	1616156	Linterate		and an an an an					
			C	ollision with Mailb	ox E	Collision with A	nimal: Farm/Ran	ch PC	ollision with Barrio	ade E Collision with Animal: Deer

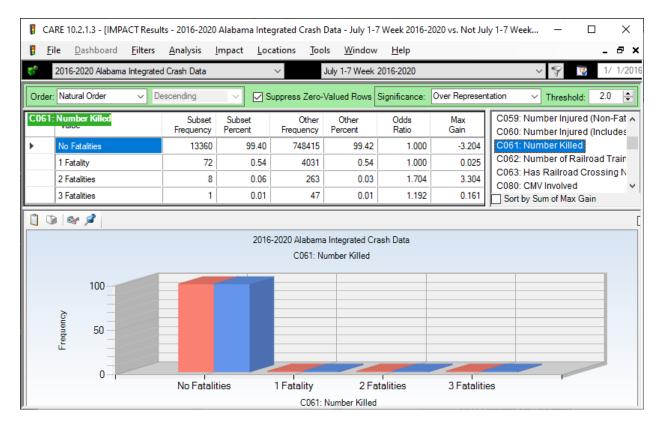
C026 Crash Severity

-	esults - 2010-2020 A	labama Integi	rated Crash	Data - July 1	I-7 Week 201	16-2020 vs. Not July — 🗆 🗙								
🖳 <u>F</u> ile <u>D</u> ashboard <u>F</u> ilte	ers <u>A</u> nalysis <u>I</u> m	pact <u>L</u> ocat	tions <u>T</u> oo	ls <u>W</u> indo	w <u>H</u> elp	_ @ ×								
2016-2020 Alabama Integr	rated Crash Data	``````````````````````````````````````	/	July 1-7 Wee	k 2016-2020									
Order: Max Gain ~	Descending	✓ □ Sup	opress Zero-'	Valı Significa	ance: Over	Representation V Threshold: 2.0								
C025: Crash Severity	Subset Subs Frequency Perce		Other Percent	Odds Ratio	Max Gain	C021: Distance to Fixed Object								
► Fatal Injury	81 0.0	60 4336	0.58	1.046	3.579	C023: E Manner of Crash								
Suspected Serious In	508 3.	78 23892	3.17	1.191*	81.400	C024: School Bus Related								
Suspected Minor Injury	1141 8.4	9 58122	7.72	1.099*	103.212	C025: Crash Severity C026: Intersection Related								
Possible Injury	1184 8.4	70135	9.32	0.945	-68.284	C027: At Intersection								
Property Damage Only	10135 75.4	0 576172	76.54	0.985*	-152.747	C028: Mileposted Route								
Unknown	392 2.9	2 20115	2.67	1.091	32.840	Sort by Sum of Max Gain								
	C025: Crash Severity													
Led uency 50 0			Suspected Jinor Injury	Possible Inj	ury Proj Damaj	Perty Unknown								

C026 Severe Crashes Crash Severity

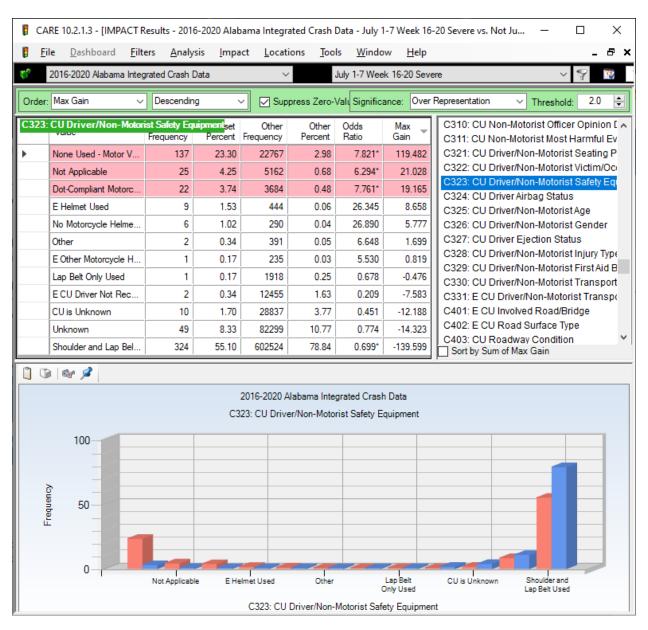
CAI	RE 10.2.1.3 - [IMPACT	Results - 2016	5-2020 Alab	ama Integr	ated Crash	Data - July 1	I-7 Week 16-	20 Severe vs. Not Ju —							
🔋 <u>E</u> il	l e <u>D</u>ashboard <u>F</u>ilt	ters <u>A</u> nalys	sis <u>I</u> mpa	ict <u>L</u> ocat	ions <u>T</u> oo	ls <u>W</u> indo	w <u>H</u> elp		- 8 ×						
*	2016-2020 Alabama Inte	grated Crash D)ata	~	r	July 1-7 Wee	k 16-20 Seve	re ~	9						
Order:	Order: Max Gain V Descending V Suppress Zero-Valu Significance: Over Representation V Threshold: 2.0														
C025:	Crash Severity	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C024: School Bus Related C025: Crash Severity	^						
•	Suspected Serious In Fatal Injury	508 81	86.25 13.75	23892 4336	3.12 0.57	27.638* 24.283*	489.620 77.664	C026: Intersection Related	~						
	2016-2020 Alabama Integrated Crash Data C025: Crash Severity														
	Leadered 50 0	Suspected Serious Injury	Fatal	Injury	Suspected Alinor Injury C025: Cra	Possible Inju	ury Prop Damag								

C061 Number Killed



Eile Eile				-	-		2020 vs. Not	July 1-7 Week 2016-2020] — 🗆 🗙
*	e <u>D</u> ashboard <u>F</u> ilters 2016-2020 Alabama Integrated		<u>I</u> mpact <u>L</u> o	cations <u>T</u> o	ols <u>W</u> indov Julv 1-7 Week			_ ₽ ×
		escending	~ 🖂	Suppress Zero	o-Valued Rows	2010 2020	Significant	
	CU Driver/Non-Motorist S	Frequency	Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C311: CU Non-Motorist Most Harmful Event C321: CU Driver/Non-Motorist Seating Position C322: CU Driver/Non-Motorist Victim/Occ Type
-	Unknown None Used - Motor Vehicl	1590 457	11.84 3.40	80758 22447	10.75 2.99	1.102*	147.060 55.929	C322: CU Driver/Non-Motorist Victim/Occ Type
	E CU Driver Not Recorded	266	1.98	12191	1.62	1.135	48,178	C324: CU Driver Airbag Status
	Not Applicable	106	0.79	5081	0.68	1.168	15.215	C325: CU Driver/Non-Motorist Age
	E Helmet Used	18	0.13	435	0.06	2.316	10.228	C326: CU Driver/Non-Motorist Gender C327: CU Driver Ejection Status
	No Motorcycle Helmet Us	14	0.10	282	0.04	2.779	8.961	C328: CU Driver/Non-Motorist Injury Type
	Dot-Compliant Motorcycle	69	0.51	3637	0.48	1.062	4.016	C329: CU Driver/Non-Motorist First Aid By
	CU is Unknown	510	3.80	28337	3.77	1.007	3.690	C330: CU Driver/Non-Motorist Transport Immedia
	E Child in Arms of Restrai	2	0.01	18	0.00	6.219	1.678	C331: E CU Driver/Non-Motorist Transport Type C401: E CU Involved Road/Bridge
	Other	8	0.06	385	0.05	1.163	1.121	C402: E CU Road Surface Type
	E Other Motorcycle Helm	2	0.01	234	0.03	0.478	-2.181	C403: CU Roadway Condition
	E CU Non-Motorist Not R	2	0.01	299	0.04	0.374	-3.342	C404: E CU Environmental Contributing Circums
	Lap Belt Only Used	30	0.22	1889	0.25	0.889	-3.752	C405: CU Contributing Material in Roadway C406: CU Contributing Material Source
	Shoulder Belt Only Used	34	0.25	2704	0.36	0.704	-14.314	C407: CU Roadway Curvature and Grade
	Shoulder and Lap Belt Us	10317	76.85	592531	78.86	0.974*	-270.022	Sort by Sum of Max Gain
0	l 🎯 🖉							Display Filte
					0 Alabama Inte river/Non-Moto	-		
Fromme								
	<u> </u>		E Heln	net Used	Driver/Non-Mo	-	Other	Shoulder and Lap Belt Used

C323 CU Driver/Non Motorist Safety Equipment



C323 Severe Crashes CU Driver/Non Motorist Safety Equipment

CARE 10.2.1.3	- [Crosstab Results	s - 2016-2020 Alabai	ma Integrated Perso	on Data]				_		_
🚦 <u>F</u> ile <u>D</u> ashb	oard <u>F</u> ilters	<u>A</u> nalysis <u>C</u> rosstal	b <u>T</u> ools <u>W</u> ind	ow <u>H</u> elp					-	
2016-2020 A	labama Integrated P	^p erson Data	\sim	All records (do not ap	oply a filter)	~	9 1/ 1	/2016 ~ 12/3	1/2020 、	-
Suppress Zero Val	ues: None	 ✓ Select 	Cells: 🔳 🔻 %	9		Column: Perso	n Injury Type ; Row:	Person Safety E	Equipmen	t
	Fatal Injury	Serious Injury	Minor Injury	Not Visible but Complains of Pain	E Unknown Injury	Person was Not a Victim	TOTAL			
None Used - Motor Vehicle Oc	2013	6816	8797	4275	401	28083	50385			
Shoulder and Lap Belt Used	1392	19349	62040	87536	5606	1395125	1571048			
Lap Belt Only Used	19	144	470	539	77	10060	11309			
Shoulder Belt Only Used	7	58	199	331	48	6905	7548			
E Forward Facing Child Safety Seat	11	181	890	1092	331	35491	37996			
E Rear Facing Child Safety Seat	3	62	279	399	260	13630	14633			
E Child Booster Seat Used Proper	7	78	337	412	72	11161	12067			
E Forward Facing Child Safety Seat	7	47	104	66	23	962	1209			
E Rear Facing Child Safety Seat	2	8	31	22	16	397	476			
E Child Booster Seat Used Improp	3	16	31	26	7	461	544			
E Unknown Child Restraint Type	0	12	36	39	21	726	834			
E Child in Arms of Restrained Adult	1	0	3	3	4	96	107			
E Child in Arms of Unrestrained Adul	0	5	5	4	2	19	35			
Dot-Compliant Motorcycle Helme	321	1633	1991	572	36	1643	6196			
E Helmet Used	33	219	347	116	9	269	993			
E Protective Pads Used (Elbows/Kn	0	2	1	2	0	2	7			
Reflective Clothing (Jacket/B	13	33	51	20	2	21	140			
E Lighting Used by Non-Motorist	7	21	22	16	1	27	94			
E Other Safety Equipment Used	4	18	43	34	2	59	160			
E Other Motorcycle Helme	43	121	120	19	6	71	380			
No Motorcycle Helmet Used	37	133	141	34	4	75	424			
Other	17	79	162	124	68	1516	1966			
Unknown	320	1860	4498	5124	1635	124970	138407			
Not Applicable	589	1492	2523	1521	509	21214	27848			
P Child Restraint Used*	0	0	0	1	0	40	41			
TOTAL	4849	32387	83121	102327	9140	1653023	1884847			

P328 Crosstab: Injury Type by P323 Restraint Use (all data 2016-2020)

Prob of fatality None Used Prob of fatality Shoulder and Lap Belt Used 1 in 25 = 45 times the prob if restrained 1 in 1129

C057 Number of Pedestrians

🔋 CA	RE 10.2.1.3 - [IMPACT Res	sults - 2016-2	2020 Alaba	ma Integra	ted Crash E)ata - July 1	-7 Week 20	16-2020 AND Not N 🗆 🗙						
🔋 Ei	le <u>D</u> ashboard <u>F</u> ilter	s <u>A</u> nalysis	s <u>I</u> mpac	t <u>L</u> ocatio	ons <u>T</u> ool	s <u>W</u> indo	w <u>H</u> elp	_ 8 ×						
¢°	2016-2020 Alabama Integra	ted Crash Dat	ta	~	J	uly 1-7 Wee	k 2016-2020) V 💡 🔞						
Order:	Max Gain 🗸 🗸	Descending	~	🛛 🗹 Supp	ress Zero-∖	/alı Significa	ance: Over	Representation V Threshold: 2.0						
C057:	Number of Pedestrians	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds	Max Gain	C057: Number of Pedestrians						
•	No Pedestrians Involved	13349	99.32	748774	99.47	0.998*	-20.756							
	1 Pedestrian Involved	90	0.67	3841	0.51	1.312*	21.417							
	2 Pedestrians Involved	1	0.01	132	0.02	0.424	-1.357							
	3 Pedestrians Involved	1	0.01	17	0.00	3.294	0.696	Sort by Sum of Max Gain						
00														
			20			grated Crash	Data							
				C057:1	Number of F	'edestrians								
	100													
	Summer 50													
	an 50 -	_												
	-													
	0	No Pedestrian	is Involved	1 Pedestrian	Involved	2 Pedestrians	Involved 3	Pedestrians Involved						
						Pedestrian								

C057 Severe Crashes Number of Pedestrians

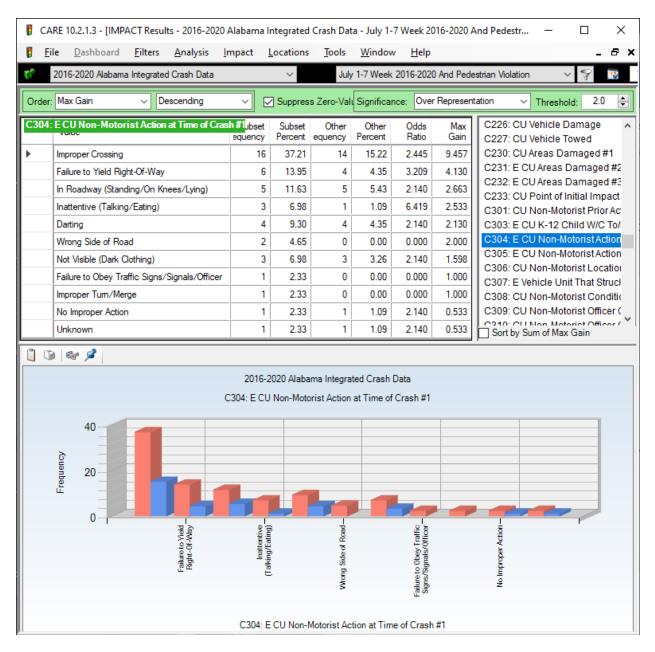
F	CARE	10.2.1.3 - [IMPACT	Results - 201	6-2020 Alał	oama Integr	ated Crash	Data - July 1	I-7 Week 16	-20 Severe vs. No	t Ju —		\times
F	<u>F</u> ile	<u>D</u> ashboard <u>F</u> il	ters <u>A</u> naly	sis <u>I</u> mpa	act <u>L</u> ocat	ions <u>T</u> oo	ls <u>W</u> indo	w <u>H</u> elp			-	₽×
6 8	201	16-2020 Alabama Inte	grated Crash I	Data	~	/	July 1-7 Wee	k 16-20 Seve	ere	~	9	12
Or	der: M	ax Gain 🔻 🔨	Descendin	ig [,]	🗸 🗹 Sup	press Zero-	Valı Signific	ance: Over	Representation	✓ Threshold	i: 2.0	-
CO		Imber of Pedestrian	s Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain		er of Persons Re er of Motorists R		^
	1	Pedestrian Involved	32	5.43	3899	0.51	10.668*	29.000	C056: Numbe	er of Non-Motori	sts Reco	rd
	31	Pedestrians Involved	1	0.17	17	0.00	76.463	0.987		er of Pedestrian		
	21	Pedestrians Involved	1	0.17	132	0.02	9.848	0.898		er of Pedacyclist		
	No	Pedestrians Invol	555	94.23	761568	99.47	0.947*	-30.880	Sort by Sum	er Injured (Non-F of Max Gain	-atai)	~
		sy 🖉							,			
					2016-2020 A	Vabama Inte	grated Crasl	n Data				
					C057	: Number of	Pedestrians					
		ି <u>100</u>										
		Leatency 50 0	10	edestrian Invol	28	destrians	2 Pedestri		Pedestrians			
		L	1 Pe	edestrian Invol			2 Pedestri Involve		Involved			

C015 PCC for Pedestrian Violations

Order:	 2016-2020 Alabama Max Gain		Impact Subset	 ✓ Sup	/	July 1			- 문 And Pedestrian Violation 🛛 🗸 😨						
Order:	Max Gain Primary Contribut Vuice E Improper Crossing	Descending	~		/ opress Ze				And Pedestrian Violation 🛛 🗸 🏆						
C015: P	Primary Contribut	ing Circumstance			press Ze	ro-Valu S									
	E Improper Crossing		Subset	Subset			ignificanc	e: Over F	Representation V Threshold: 2.0						
		1	quency Percent Ratio Gain C002: City												
1 P	Pedestrian Under th	·	21	48.84	22	23.91	2.042*	10.717	C003: Year						
F		ne Influence	5	11.63	5	5.43	2.140	2.663	C004: Month						
F	Failed to Yield the F	Right-of-Way	3	6.98	2	2.17	3.209	2.065	C005: Day of Month C006: Day of the Week						
1	Improper Lane Char	nge/Use	2	4.65	0	0.00	0.000	2.000	C007: Week of the Year						
E	E Failed to Yield Rig	ght-of-Way from Stop	1	2.33	0	0.00	0.000	1.000	C008: Time of Day						
E	E Distracted by Use	of Electronic Comm	1	2.33	0	0.00	0.000	1.000	C010: Rural or Urban						
E	E Wrong Side of Ro	bad	1	2.33	0	0.00	0.000	1.000	C011: Highway Classifications						
E	E Lying or Sitting in	Roadway	1	2.33	1	1.09	2.140	0.533	C012: Controlled Access C013: E Highway Side						
E	E Aggressive Opera	ation	1	2.33	2	2.17	1.070	0.065	C015: Primary Contributing Circumstance						
E	E Not Visible		1	2.33	3	3.26	0.713	-0.402	C016: Primary Contributing Unit Numbe						
(Other		1	2.33	6	6.52	0.357	-1.804	C017: First Harmful Event						
I	Unknown		2	4.65	12	13.04	0.357	-3.609	C018: Location First Harmful Event Rel C019: E Most Harmful Event						
	Unseen Object/Per	son/Vehicle	3	6.98	16	17.39	0.401	-4.478	Sort by Sum of Max Gain						
	i @y ∮								μ,						
						-	l Crash Da ircumstan								
Framency	60 40 20	h .,			-										
	Pedestrian Under Improper Lane E Distracted E Lying or E Not Visible Unknown the Influence Change/Use by Use of Sitting in Electronic Roadway Communication Device C015: Primary Contributing Circumstance														

C301 CU Non-Motorist Prior Action (Pedestrian)

I (CARE	10.2.1.3 - [IMI	PACT Re	sults - 2016-20	020 Ala	abama In	tegrated (Crash Data	a - July 1-7	Week 2	016-2020 A	nd Pedestr	_		×
B	<u>F</u> ile	<u>D</u> ashboard	<u>F</u> ilter	s <u>A</u> nalysis	<u>I</u> mp	oact <u>L</u> o	ocations	<u>T</u> ools	<u>W</u> indow	<u>H</u> elp				-	8 ×
¢?	201	6-2020 Alaban	n <mark>a Int</mark> egra	ted Crash Data	9		\sim	July	1-7 Week	2016-202	0 And Pede	strian Violation	~	9	12
Orde	er: Ma	ax Gain	~	Descending		~ 0	Suppress	Zero-Valı	Significan	ce: Ove	r Represent	ation \sim	Threshold	: 2.0	÷
C30	1: CU	Non-Motoris	st Prior A	ction		Subset equency	Subset	Other equency	Other Percent	Odds Ratio	Max Gain	C226: CU C227: CU		-	^
•	En	tering or Crossi	ng Road	way		21	48.84	18	19.57	2.496	12.587	C230: CU Areas Damaged # C231: E CU Areas Damaged C232: E CU Areas Damaged C233: CU Point of Initial Imp C301: CU Non-Motorist Prior			
	Wa	alking/Cycling	Along Ro	adway with Tra	ffic	8	18.60	7	7.61	2.445	4.728				
	In	Roadway - Oth	er (Work	ing/Playing)		5	11.63	5	5.43	2.140	2.663				
	Wa	alking/Cycling	Along Ro	adway Against	Tra	3	6.98	1	1.09	6.419	2.533				
	E١	Walking/Cyclin	g on Side	walk		2	4.65	0	0.00	0.000	2.000			<-12 Child W/C To/	
	Un	known				2	4.65	2	2.17	2.140	1.065	C304: E CU Non-Motori			
	E	Approaching or	Leaving	Motor Vehicle		1	2.33	1	1.09	2.140	0.533	C305: E CU Non-Motorist Action C306: CU Non-Motorist Location			
	E	Adjacent to Ro	adway - (Other (Shoulder	/Me	1	2.33	1	1.09	2.140	0.533		um of Max G		
									ed Crash E Prior Actior						
	60 40 20 0									- <u>-</u>					
				Crossing Roadway Walking/Cycling Along	Roadway with Traffic	In Roadway - Other (Working/Playing)	Walking/Cycling Along Bredverv	Against Traffic	E Walking/Cycling on Sidewalk	Unknown-	E Approaching or Leaving Motor Vehicle	E Adjacent to Readway - Other	(Shoulder/Mediar)		
						C	301: CU N	lon-Motori	st Prior Ac	tion					



C304 CU Non-Motorist Action at time of Crash #1

CARE 10.2.1.3		- 2016-2020 Alabai Analysis <u>C</u> rossta	ma Integrated Crash		/ 1-7 Week 2016-202	20 And Pedestrian \	/iolation]							
	Nabama Integrated C				-2020 And Pedestrian	Violation ~	P 7 1/ 1	/2016 ~ 12/31/20	20 V 🚺 Killed	Sum: 10 Serious				
Suppress Zero Val	ppress Zero Values: Rows and Columns 🗸 Select Cells: 💼 🔣 🌱 Column: E CU Non-Motorist Action at Time of Crash #2 ; Row: E CU Non-Motorist Action at Time of Crash #2 ; Row: E CU Non-Motorist Action at Time of Crash #1													
	Improper Crossing Darting In Roadway (Standing/On Kne Failure to Yield Right-OF-Way Not Visible (Dark Clothing) Instantive (Talking/Eating) Failure to Obey Traffic Signs/Sign Improper Turn/Merge Not Applicable TOTAL													
Improper Crossing	2	3	0	1	0	0	0	0	0	10	16			
Darting	0	1	1	0	1	0	1	0	0	0	4			
In Roadway Standing/On Kne	0	0	2	0	0	0	0	0	0	3	5			
Failure to Yield Right-Of-Way	1	0	1	0	0	1	0	0	0	3	6			
Not Visible (Dark Clothing)	0	0	1	0	0	0	0	0	1	1	3			
Inattentive (Talking/Eating)	0	1	0	0	0	0	0	0	1	1	3			
Failure to Obey Traffic Signs/Sign	1	0	0	0	0	0	0	0	0	0	1			
Wrong Side of Road	0	0	0	0	0	0	0	1	0	1	2			
Improper Turn/Merge	1	0	0	0	0	0	0	0	0	0	1			
No Improper Action	0	0	0	0	1	0	0	0	0	0	1			
Unknown	1	0	0	0	0	0	0	0	0	0	1			
TOTAL	6	5	5	1	2	1	1	1	2	19	43			

C305 by C306: CU Non-Motorist Action at time of Crash #1 vs #2

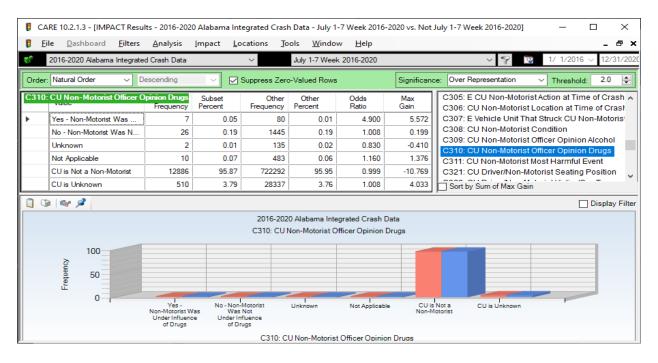
308 CU Non-Motorist Condition (Pedestrian)

I	CARE 10.2.1.3 - [IMPACT Results	- 2016-2020 AI	abama Integra	ted Crash Data	a - July 1-7 We	ek 2016-202	20 vs. Not July 1-7	Week 2016-2020] — 🗆 🗙
B	<u>File Dashboard Filters</u>	<u>A</u> nalysis <u>I</u> m	pact <u>L</u> ocati	ons <u>T</u> ools	Window	<u>H</u> elp		_ 8 ×
¢?	2016-2020 Alabama Integrated (Crash Data	~	July	1-7 Week 2010	6-2020		✓ ♥ 1/ 1/2016 ∨ 12/31/20
Ord	ler: Natural Order 🗸 Des	cending	🗸 🔽 Supp	oress Zero-Valu	ed Rows	Si	ignificance: Over	Representation V Threshold: 2.0 💌
C30	08: CU Non-Motorist Condition	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C305: E CU Non-Motorist Action at Time A C306: CU Non-Motorist Location at Time
•	Apparently Normal	19	0.14	1291	0.17	0.82	24 -4.052	C307: E Vehicle Unit That Struck CU Nor
	E Physical Impairment	2	0.01	29	0.00	3.86	52 1.482	C308: CU Non-Motorist Condition
	E Emotional (Depressed/An	4	0.03	28	0.00	8.00	3.500	C309: CU Non-Motorist Officer Opinion A C310: CU Non-Motorist Officer Opinion [
	E Under the Influence of Al	8	0.06	269	0.04	1.66	66 3.197	C311: CU Non-Motorist Most Harmful Ev
	Unknown	11	0.08	405	0.05	1.52	21 3.768	C321: CU Driver/Non-Motorist Seating P
	CU is Not a Non-Motorist	12886	95.88	722292	95.96	0.99	99 -11.403	C322: CU Driver/Non-Motorist Victim/Oc
	CU is Unknown	510	3.79	28337	3.76	1.00	08 4.008	Sort by Sum of Max Gain
	🕼 🐟 🔎							🗌 Display Filt
			2	2016-2020 Alab	ama Integrated	Crash Data		
				C308: CU I	lon-Motorist C	ondition		
			-	-				
	장 100 50 							
	E 01	Apparently Normal –	E Physical Im pairment—	E Emotional	ler the Influence of AlcohoVD rugs	U nk nown –	is Not a Non-Mobrist-	CU Is Unknown
		٩	ц На Ш	{Depressed	E Under 1		R C C	
				C308: C	U Non-Motoris	t Condition		

🖡 CA	RE 10.2.1.3 - [IMPACT Resu	lts - 2016-202	0 Alabama Int	egrated Crasl	h Data - July 1	-7 Week 2016-	-2020 vs. Not	July 1-7 Week 2016-2020] — 🗆 🗙
🔋 Ei	le <u>D</u> ashboard <u>F</u> ilters	<u>A</u> nalysis	<u>I</u> mpact <u>L</u> o	cations <u>T</u> o	ols <u>W</u> indo	w <u>H</u> elp		_ & ×
6	2016-2020 Alabama Integrate	ed Crash Data		\sim	July 1-7 Week	< 2016-2020		✓ ♥ 1/ 1/2016 ∨ 12/31/2020
Order	Natural Order V	escending	~ 🗹	Suppress Zero	o-Valued Rows		Significant	ce: Over Representation V Threshold: 2.0
C309:	CU Non-Motorist Officer C	Dinion Alcoho Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C305: E CU Non-Motorist Action at Time of Crash C306: CU Non-Motorist Location at Time of Crash
•	Yes - Non-Motorist Was	6	0.04	257	0.03	1.308	1.411	C307: E Vehicle Unit That Struck CU Non-Motoris
	No - Non-Motorist Was N	27	0.20	1398	0.19	1.082	2.038	C308: CU Non-Motorist Condition C309: CU Non-Motorist Officer Opinion Alcohol
	Unknown	3	0.02	116	0.02	1.448	0.929	C309. CU Non-Motorist Officer Opinion Alcohol
	Not Applicable	9	0.07	372	0.05	1.355	2.358	C311: CU Non-Motorist Most Harmful Event
	CU is Not a Non-Motorist	12886	95.87	722292	95.95	0.999	-10.769	C321: CU Driver/Non-Motorist Seating Position
	CU is Unknown	510	3.79	28337	3.76	1.008	4.033	Sort by Sum of Max Gain
00) 💱 🖉							Display Filter
	Ş					grated Crash E ficer Opinion A		
	Frequency	100	Yes - Non- Motorist W.as Under- Influence of Acottol	No - Non- Motorist Was- Not Under- Influence of Acotol	U nt nown –	Not Applicable -	CU is Nota Non-Motorist	Unitrovi
				C309- C	11 Non-Motorie	t Officer Oninic	on Alcohol	

C309 CU NON-Motorist Officer Opinion Alcohol

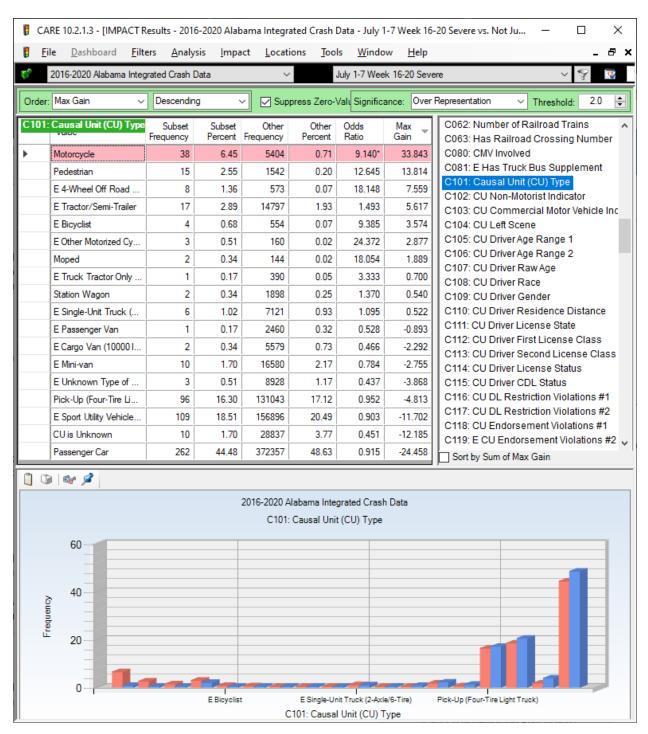
C310 CU NON-Motorist Officer Opinion Drugs



C101 Causal Unit (CU) Type

C.	ARE 10.2.1.3 - [IMPACT Results - 2016-	2020 Alabam	na Integrate	d Crash Dat	a - July 1-71	Week 2016-2	2020 AND No	ot Causal Unit (CU) 🗕 🗆 🗙
B <u>B</u>	File <u>D</u> ashboard <u>F</u> ilters <u>A</u> nalysi	s <u>I</u> mpact	Location	s <u>T</u> ools	<u>W</u> indow	<u>H</u> elp		_ & ×
¢?	2016-2020 Alabama Integrated Crash Da	ta	~	July	1-7 Week 20)16-2020		✓ ♥ 1/ 1/2016 ∨ 1
Orde	r: Max Gain 🗸 Descending	~	Suppre	ss Zero-Valu	ued Rows	Signific	ance: Over	Representation V Threshold: 2.0 🛓
C101	I: Causal Unit (CU) Type	Subset Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max Gain	C101: Causal Unit (CU) Type
•	E Unknown Type of Motorized Vehicle	190	1.42	8741	1.17	1.216*	33.790	
	E 4-Wheel Off Road ATV	23	0.17	558	0.07	2.306*	13.028	
	Motorcycle	108	0.81	5334	0.71	1.133	12.676	
	E Sport Utility Vehicle (SUV)	2767	20.74	154238	20.66	1.004	10.618	
	Pedestrian	34	0.25	1523	0.20	1.249	6.783	
	E Mini-van	296	2.22	16294	2.18	1.017	4.810	
	CU is Unknown	510	3.82	28337	3.80	1.007	3.590	
	Pick-Up (Four-Tire Light Truck)	2305	17.27	128834	17.25	1.001	2.612	
	E Single-Unit Truck (2-Axle/6-Tire)	126	0.94	7001	0.94	1.007	0.885	
	Station Wagon	33	0.25	1867	0.25	0.989	-0.365	
	E Passenger Van	38	0.28	2423	0.32	0.878	-5.301	
	E Cargo Van (10000 lbs or Less)	92	0.69	5489	0.74	0.938	-6.094	
	E Truck (6 or 7) with Trailer	30	0.22	2067	0.28	0.812	-6.939	
	E Single-Unit Truck (3 Axles or Less)	41	0.31	2997	0.40	0.766	-12.559	
	Passenger Car	6521	48.87	366098	49.03	0.997	-21.525	
	E Tractor/Semi-Trailer	230	1.72	14584	1.95	0.882	-30.630	Sort by Sum of Max Gain
	D 🞯 🖉							Disj
					a Integrated (I Unit (CU) T			
	<u> </u>					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
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	0	Per	lestrian		S	tation Wag	on	Passenger Car
		1.60	icothan	C101-C	ausal Unit ((-		r ussenger our

Reran with all Causal Units less than 20 removed.



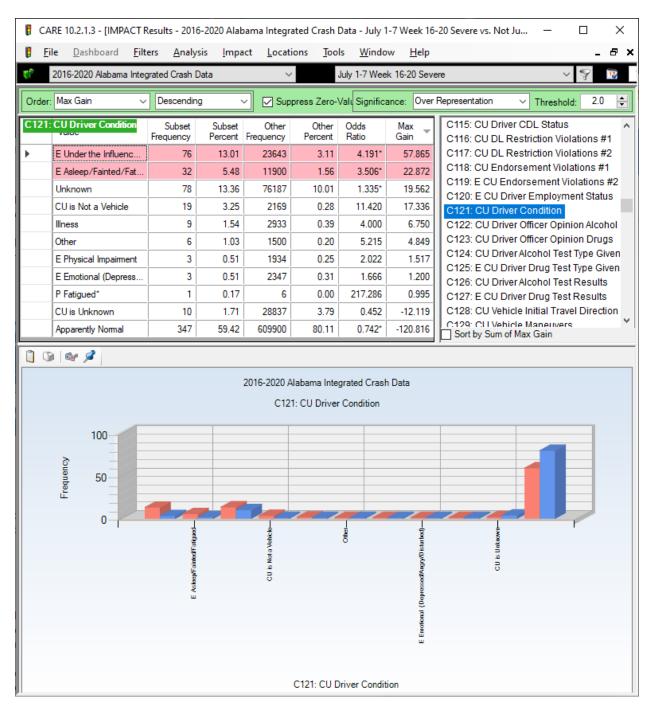
C101 Severe Crashes Causal Unit (CU) Type

CARE 10.2.1.3	- [Crosstab Results	- 2016-2020 Alabar	ma Integrated Crasl	h Data - Filter = July	y 1-7 Week 2016-202	20]	— C	×
File Dashb	oard <u>F</u> ilters <u>/</u>	<u>A</u> nalysis <u>C</u> rosstal	b <u>L</u> ocations <u>T</u>	ools <u>W</u> indow	<u>H</u> elp			- 8 >
2016-2020 A	Nabama Integrated C	irash Data	~	July 1-7 Week 2016	-2020	~	P 1/ 1	/2016 ∨
Suppress Zero Val	ues: Rows and Col	umns 🗸 Select	Cells: 🔳 🔻 🛞	9	Column: C	Crash Severity ; Row	r: Causal Unit (CU) 1	Гуре 👰
	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	Unknown	TOTAL	Í
Passenger Car	35	227	524	629	4912	194	6521	
Station Wagon	0	2	4	2	25	0	33	
Pick-Up (Four- Tire Light Truck)	12	84	206	195	1747	61	2305	
E Van or Mini-Van	0	0	0	1	10	1	12	
E Cargo Van (10000 Ibs or Les	0	2	14	9	65	2	92	
E Sport Utility Vehicle (SUV)	13	96	223	231	2130	74	2767	
E Single-Unit Truck (2-Axle/6-Ti	1	5	6	7	104	3	126	
E Single-Unit Truck (3 Axles or	0	0	3	1	36	1	41	
E Truck (6 or 7) with Trailer	0	0	2	3	24	1	30	
E Truck Tractor Only (Bobtail)	0	1	2	0	5	0	8	
E Tractor/Semi- Trailer	2	15	17	12	182	2	230	
E Tractor/Doubles	0	0	0	1	1	0	2	
E Other Light Truck (10000 lbs	0	0	0	0	2	0	2	
E Other Heavy Truck (Cannot Cla	0	0	0	0	7	1	8	
Motor Home/Recreation	0	0	1	2	7	0	10	
Motorcycle	7	31	36	9	22	3	108	
Moped	0	2	3	0	1	0	6	
E 4-Wheel Off Road ATV	1	7	6	1	8	0	23	
E Other Bus (Seats More than	0	0	0	1	9	1	11	
E Other Small Bus (Seats 15 or	0	0	0	1	2	0	3	
E Low Speed Vehicle	0	0	1	0	4	0	5	
E Other Motor Vehicle	0	0	0	0	1	0	1	
Pedestrian	9	6	16	3	0	0	34	
E Other Pedestrian (e.g.	0	0	1	0	0	0	1	
E Bicyclist	1	3	4	0	1	1	10	
E Unknown Type of Motorized Vehi	0	3	3	3	167	14	190] .

C025 by C101 Severity by Causal Vehicle Type

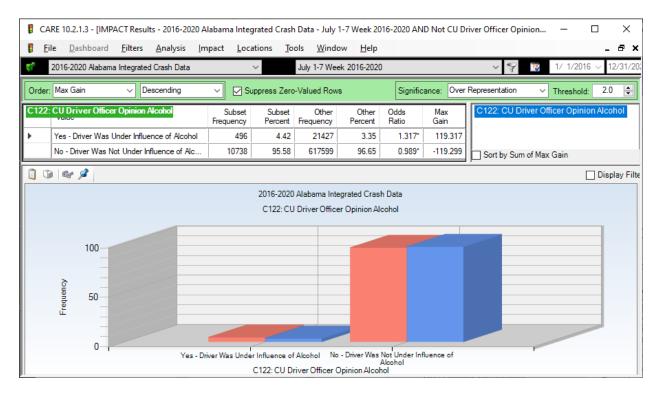
C121 CU Driver Condition

[(CARE	10.2.1	3 - [IMPA	ACT Re	sults - 2	016-2020) Alabama	Integrate	d Crash Da	ita - July 1	-7 Week 2	2016-2020	vs. Not July .	–		×
B	<u>F</u> ile	<u>D</u> asl	hboard	<u>F</u> ilter	s <u>A</u> na	alysis	<u>I</u> mpact	<u>L</u> ocation	s <u>T</u> ools	Window	w <u>H</u> elp)			-	đΧ
6 2	20)16-202) Alabama	a Integra	ated Cras	h Data		~	Ju	ly 1-7 Week	c 2016-202	20		~	Ŷ	12
Ord	ler: N	Max Gair	ı	~	Descen	ding	~ [Suppre	ss Zero-Va	lı Significa	nce: Ove	er Represen	itation 、	/ Threshol	d: 2.0) 😫
C12	21: C	U Driv	er Conditi	ion			Subset requency	Subset Percent	Other requency	Other Percent	Odds Ratio	Max Gain	8	J Driver Firs J Driver Sec		
	U	Inknowr	ı				1492	11.10	74773	9.93	1.118*	156.903		Driver Lice		
	E	Undert	he Influer	nce of A	lcohol/D	lrugs	511	3.80	23208	3.08	1.233*	96.613	8) Driver CDI) DL Restrie		
	E	Asleep	/Fainted/	Fatigue	ł		264	1.96	11668	1.55	1.267*	55.664		DL Restric		
	c	U is Not	a Vehicle	e			45	0.33	2143	0.28	1.176	6.736		Endorsen		
		ness					58	0.43	2884	0.38	1.126	6.505		CU Endorse		
	E	Physica	al Impairme	ent			38	0.28	1899	0.25	1.121	4.093		CU Driver E		nent
	C	U is Unl	known				510	3.79	28337	3.76	1.008	4.033		J Driver Cor J Driver Offi		nion
	E	Emotio	nal (Depre	essed/A	ngry/Dis	turbed)	43	0.32	2307	0.31	1.044	1.808	8	J Driver Offi		
	P	Fatigue	d"				1	0.01	6	0.00	9.334	0.893	8	J Driver Alco		
	P	Appare	ntly Aslee	p*			0	0.00	15	0.00	0.000	0.000	8	CU Driver D		
	0	ther					26	0.19	1480	0.20	0.984	-0.426	1	J Driver Alco CU Driver D		
	N	lull value	•				73	0.54	4185	0.56	0.977	-1.725		J Vehicle Ini	-	
	A	pparent	ly Normal				10380	77.23	599867	79.69	0.969*	-330.829	Sort by S	Sum of Max (Gain	
		€ ∦ 9	8				2016-		ama Integra :U Driver C	ated Crash Condition	Data					
		Frequency	100 50											1		
			0 -		E Under the Influences of AbsolutiOnnes		CU is Nota Vehicle		E Physical Impairment—	E Emotional (Depressed/Augp/ID isturbed) -		P Apparently Askept*-	Hull value			
								C1	21: CU Dri	ver Conditi	ion					



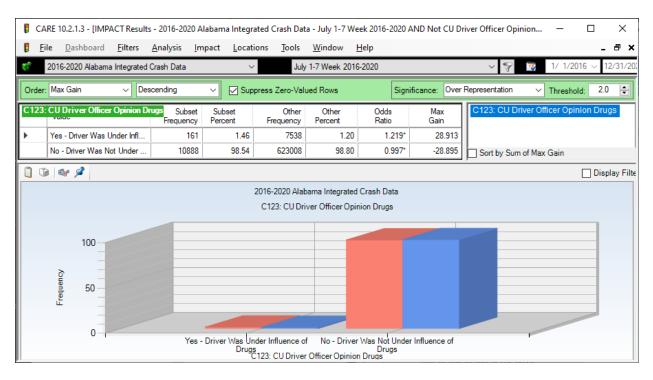
C121 Severe Crashes CU Driver Condition

C122 CU Driver Officer Opinion Alcohol



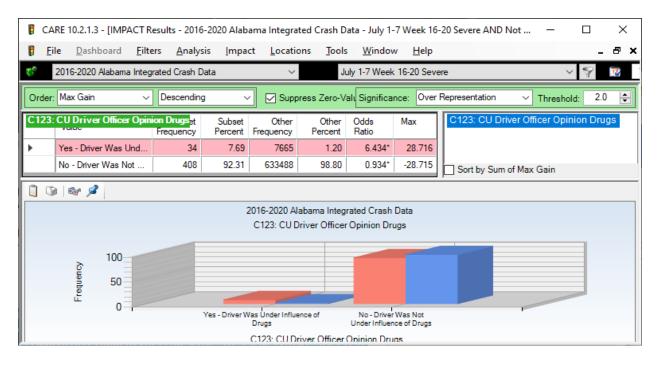
C122 Severe Crashes CU Driver Officer Opinion Alcohol

P	CARE 10.2.1.3 - [IMPACT	Results - 2016	-2020 Alaba	ama Integra	ted Crash D	ata - July 1-	7 Week 16	-20 Severe AND Not — 🗆 🗙
P	<u>F</u> ile <u>D</u> ashboard <u>F</u> i	lters <u>A</u> nalys	is <u>I</u> mpao	t <u>L</u> ocatio	ons <u>T</u> ools	: <u>W</u> indov	v <u>H</u> elp	_ & ×
¢?	2016-2020 Alabama Inte	egrated Crash D	ata	~	J	uly 1-7 Week	: 16-20 Seve	ere 🗸 🌱 📆
Or	rder: Max Gain		Ý	Supp	ress Zero-V	alı Significa	nce: Over	Representation V Threshold: 2.0
C1	122: CU Driver Officer Op	inion Alcohol Frequency	Subset Percent	Other Frequency	Other Percent	Odds Ratio	Max	C122: CU Driver Officer Opinion Alcohol
	Yes - Driver Was Und.	75	16.06	21848	3.36	4.776*	59.298	
	No - Driver Was Not	392	83.94	627945	96.64	0.869*	-59.297	Sort by Sum of Max Gain
0	🕼 🞯 🖉							
			2	016-2020 Al	abama Integ	rated Crash	Data	
				C122: CU D	river Officer	Opinion Alco	ohol	
	ර්ග 100 වේදී ර							
	Ľ.			Driver Was Un uence of Alcoho		No - Driver Wa Influence of		
JI				C122-CU D	river Officer	Oninion Alex	shol	



C123 CU Driver Officer Opinion Drugs (Other than Alcohol)

C123 Severe Crashes CU Driver Officer Opinion Drugs (Other than Alcohol)



C204 CU Sequence of Events #1

CARE 10.2.1.3 - [IMPACT Results - 2016-20		-			·		020 AND Not E	CU S —		×
File Dashboard Filters Analysis	<u>I</u> mpact	<u>L</u> ocatio	ons <u>T</u> o	_		Help				8) 1/
2016-2020 Alabama Integrated Crash Data		~		July 1-7	Week 2016	-2020		▲ 4	15	17
Order: Max Gain ~ Descending	~	Supp	oress Zero	-Valued F	Significan	ice: Over	Representation	✓ Threshold	2.0	•
C204: ECU Sequence of Events #1	Subset equency	Subset Percent	Other equency	Other Percent	Odds Ratio	Max Gain	C204: E CU	Sequence of Eve	nts #1	
Ran Off Road Right	1096	8.89	53056	7.65	1.162*	153.201				
Collision with Parked Motor Vehicle	732	5.94	33411	4.81	1.233*	138.291				
Ran Off Road Left	630	5.11	28885	4.16	1.227*	116.717				
Evasive Action (Swerve/Brake)	731	5.93	38350	5.53	1.073	49.525				
Crossed Centerline	347	2.81	17618	2.54	1.108	33.930				
Vehicle Defect/Component Failure	97	0.79	4236	0.61	1.289*	21.727				
Collision with Vehicle in (or from) Other	277	2.25	14543	2.10	1.072	18.573				
Collision with Utility Pole	52	0.42	2177	0.31	1.344	13.315				
Collision with Concrete Barrier	57	0.46	2506	0.36	1.280	12.469				
Collision with Non-Motorist: Pedestrian	50	0.41	2266	0.33	1.242	9.733				
Re-entering Roadway	43	0.35	1926	0.28	1.256	8.775				
Collision with Other Fixed Object	43	0.35	2696	0.39	0.898	-4.908				
Collision with Curb/Island/Raised Median	40	0.32	2604	0.38	0.864	-6.273				
Collision with Tree	41	0.33	2688	0.39	0.858	-6.765				
Collision with Other Non-Fixed Object	64	0.52	4113	0.59	0.876	-9.088				
Ran Off Road Straight	65	0.53	4536	0.65	0.806	-15.604				
Collision with Animal: Deer	74	0.60	9035	1.30	0.461*	-86.551				
Collision with Vehicle in Traffic	7892	64.00	469281	67.63	0.946*	-447.0	Sort by Sun	n of Max Gain		
] () (*)							,			
	2		Alabama I E CU Sequ	-	Crash Dat vents #1	ta				
80										
> 60										
40 40										
Au 40										
20										
0 Cros	ssed Centeri	ine	N	Collisio on-Motorist	n with Pedestrian		Collision with Non-Fixed O	Other bject		
		C2			of Events	#1				

Items with less than 40 occurrences were removed and the IMPACT was rerun.

-	NRE 10.2.1.3 - [IMPACT Results - 2016-2020 / ile <u>D</u> ashboard <u>F</u> ilters <u>A</u> nalysis <u>I</u> r		ntegrate				ek 16-20 S Jelp	Gevere AND Not E C — 🗆 🗙
e <u>-</u>	2016-2020 Alabama Integrated Crash Data	inpuct	~	_	uly 1-7 We			✓ ♥ 10 1/
					·			0 -0
	Max Gain V Descending		Suppre	ss ∠ero-\	alued H S	ignificant	e: Over	Representation V Threshold: 2.0
C204:	ECU Sequence of Events #1	Subset	Subset	Other guency	Other Percent	Odds Ratio	Max Gain	C204: E CU Sequence of Events #1
•	Ran Off Road Right	137	24.55	54015	7.82	3.138*	93.343	
	Ran Off Road Left	74	13.26	29441	4.26	3.110*	50.205	
	Crossed Centerline	43	7.71	17922	2.60	2.969*	28.515	
	Evasive Action (Swerve/Brake)	46	8.24	39035	5.65	1.458*	14.451	
	Collision with Non-Motorist: Pedestrian	14	2.51	2302	0.33	7.525	12.139	
	Overtum/Rollover	8	1.43	1269	0.18	7.800	6.974	
	Vehicle Defect/Component Failure	9	1.61	4324	0.63	2.575	5.505	
	Collision with Tree	6	1.08	2723	0.39	2.726	3.799	
	Collision with Non-Motorist: Pedalcycle	3	0.54	652	0.09	5.693	2.473	
	Collision with Ditch	4	0.72	2159	0.31	2.292	2.255	
	Crossed Median	3	0.54	1153	0.17	3.219	2.068	
	Collision with Curb/Island/Raised Median	4	0.72	2640	0.38	1.875	1.866	
	Collision with Utility Pole	3	0.54	2226	0.32	1.667	1.201	
	Ran Off Road Straight	4	0.72	4597	0.67	1.077	0.285	
	Collision with Vehicle in (or from) Other Road	12	2.15	14808	2.14	1.003	0.032	
	Collision with Parked Motor Vehicle	6	1.08	34137	4.94	0.217	-21.591	
	Collision with Vehicle in Traffic	182	32.62	476991	69.09	0.472*	-203	Sort by Sum of Max Gain
] [i 😪 🖉							
		2010	5-2020 Al	abama Int	tegrated C	rash Dat	3	
					nce of Eve			
	80							
	60							
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	کی 10 10							
	20							
		lision with orist: Pedest	trian		Collision	with Ditch		Collision with Vehicle in (or from) Other Roadway
				Follo	equence o			

C204 Severe Crashes CU Sequence of Events #1

Eliminated items less than 3 occurrences and reran.